

[ ] Hongkong, 1st April, 1889. A/cnl.







have been torpedo trials, however, in which, by the combustion of rocket mixture and the direct application of the expanded gases in reaction, a fifty-mile rate of speed has been obtained. To obtain resistance force must be applied quickly, for the resistance increases in a marked ratio when compared with the pressure or speed of any object moving therein.

Water, though yielding, if time enough be given—is not compressible, and when suddenly and powerfully pressed against resists like a wall of granite. Air, or more properly carbonic acid gas, is a permanent gas. It is elastic, and may be increased or diminished in volume by adding or withdrawing heat. But this, unlike steam, only within narrow limits, as no change of physical state, with enormous diminution in volume can occur.

The question arises at this point as to what effect is produced by the instantaneous application of this elastic, expansive gas at considerable pressure over surfaces of large area to this non-compressible, change resisting substance, water. The completeness and brevity of its application takes full advantage of the temporary immobility of water, and also in proportion to its brevity reduces the premature cooling effect. The laws of thermodynamics demand a cool substance for the reception of the next exhaust, but the cooling should be coincident with the conversion of heat into power. To precede it would cause a palpable loss. The question is, Does the cooling precede the application of the force, or is it simultaneous, and so in accordance with the laws of physics?

To ask the question in this form, having in view the attendant circumstances, virtually answers it; nevertheless, a slight loss undoubtedly exists, but practice and theory unite to show that it is but slight.

The propulsion by explosion is direct action, while the propulsion of a screw propeller is obliquely—a disadvantage from every point of view. Power is exerted in two directions on the screw to produce effect. One acts direct action, the other indirect. The ratio of power wasted increases with the pitch of the screw. Now, it is known that the screw propeller produces a vacuum astern which has been ascertained augments a vessel's resistance. The absence of a screw eliminates this retardation, and here is another point which will assist the system of propulsion by explosion. This vacuum which the forward motion of the vessel causes is filled by the gases of the discharges.

In the direct method of propulsion air is the working fluid, or the medium which receives heat and gives out kinetic energy. The vessel is forced forward in the water by the reaction or unbalanced pressure at the stern of the vessel of air suddenly expanded or exploded. The propulsion is pneumatic and not hydraulic, as no water is discharged. The action is somewhat similar to that of a skyrocket in air or to a submarine torpedo propelled by the expansion of rocket mixture. The object in this system has been to obtain propulsion directly from fuel, without the intervention of moving machinery, and by a single, simple, direct process.

The apparatus consists chiefly of a series of heavy steel cylinders placed longitudinally in the vessel, the ends of which may be opened by suitable gate valves, so as to be in direct communication with the external water. These cylinders contain no internal machinery, but are simply receptacles for atmospheric air and the fuel, which may be gaseous or liquid. The fuel, intimately mixed with the air and ignited by the electric spark, produces an instantaneous increase of pressure on the water astern of the vessel. Continuity of effort is obtained by having the discharge occur according to a predetermined rotation, so that, while one cylinder is recuperating, others are being discharged.

Reversal is effected by opening and closing gate valves at either end of the cylinders. There are in addition to these cylinders suitable apparatus for admitting and mixing air and fuel. By adding a continuous process producer water gas may be used instead of the liquid fuel. This is in brief a general outline of the method whereby propulsion is effected in the direct pneumatic system.

In the old trial of the vessel's mechanism a single cylinder was used, and electricity was generated by a dynamo worked by a steam engine. The vessel will now be worked by two cylinders and the electricity furnished by a stored battery.

The first thought is naturally that of a report connected with each explosion; the explosion occurring under water practically silences any report. It will be remembered that the explosion of the mines at Hell Gate produced little else than a rumble. Whether the detection of a vessel's approach could not be made known by establishing a means of conducting the sound from the water to an observer on the deck of a vessel is another matter. This, of course, would, in a measure, destroy the utility of the new system when applied to torpedo boats.

The machinery is so compact and at the same time so protected by being far below the water's surface that the eye of a naval officer is at once attracted to these advantages. There is apparently no opportunity to interfere with the mechanism, unless it be to destroy one of the air pipes leading from the upper deck to the cylinders. This might be effected by a shell dropping on the between deck and fracturing the pipe. Yet this would be no injury unless the compartments in which the cylinders are situated should be full of water, in which case the air supply would be shut off.

French and American scientists have declared it impossible to propel a vessel by direct pneumatic propulsion, yet the vessel has moved and the chances of the accelerated speed have increased with each trial. The principles have succeeded. It remains to be seen what speed and power will be developed.—*New York Times*.

#### SCIENTIFIC AND USEFUL.

Finely ground glass, mixed with a small proportion of dried soda ash, makes a good polish for metals.

The results of the new French process of electrically engraving on glass are said to be of marvelous delicacy.

It is said that practical electricity is a subject to which the architect of the future will have to pay particular attention.

An electric hand-saw is the latest invention for carpenters. It works like any ordinary saw, the electricity being applied only in the process of setting and sharpening.

Aluminum for dental purposes is said to be coming into favor. It is pronounced better than rubber, being bright, strong, colorless and wholesome, and less costly than gold.

"Sperryite," a new discovery, is said to be the first mineral yet found containing platinum as an important constituent other than the natural alloys with various metals of the platinum group.

A good imitation of frosted glass may be produced by applying to the glass a saturated solution of alum in water. It may be colored by the addition of aniline dyes. The coloring is not very permanent, however.

One of the new Northwestern railroads runs vestibuled trains heated by steam from the engine and illuminated by electricity from a dynamo in the baggage car. The sleeping cars have an incandescent burner in every section.

The strongest wood in the United States is the tamarack of Arkansas; the weakest is the West Indian birch; the most elastic is the tamarack; the best for fuel is the blowwood of

Texas; the hardest and toughest is the hickory, and the softest is the white pine.

The new pencils introduced by Faber for writing upon glass, porcelain and metals, in red, white and blue, are made by melting together four parts of spermaceti, three parts of tallow and two parts of wax, this mixture being colored with white lead, red lead, or Prussian blue, as desired.

James A. Brashers, the eminent astronomer, who was at one time a patternmaker in a Pittsburgh rolling-mill, is everywhere recognized as an authority on spectroscopy. From the observations and photographs taken in California during the recent solar eclipse he concludes that the inner corona of the sun is electrical instead of being the product of meteoric streams.

A French biologist is seeking a bacillus that will kill that of consumption, or a disease that can be inoculated without risk to the patient, and will give protection against consumption. He is confident of ultimate success, although his experiments with typhoid have seemed to hasten the progress of the disease, he withholds check.

A London physician is of opinion that a turpentine bath is good for rheumatism, gout, insomnia, laryngitis and bronchitis, and recommends the following method of preparing it: Make a saturated solution of six ounces of yellow soap and add to it three or four ounces of oil of turpentine. Shake well, and then put it into the bath, which should be filled with warm water. After fifteen minutes' immersion the patient should be put to bed.

Two French gentlemen are constructing a terrestrial globe for the exposition of 1889, on the scale of one-millimeter to the inch. It will be thirteen meters in diameter and forty meters in circumference, and a kilometer will be represented on it by a millimeter. Paris will occupy a space about a square centimeter. It is believed that the contemplation of this object, whose size is a measurable fraction of that of the earth, will help better than any other existing apparatus, to convey a realization of terrestrial magnitude and distances.

Amovment has been started in Norway for the dispatch in the summer of 1890 of an expedition to the North Pole, and it is proposed that the leadership shall be offered to Dr. Naansen. Those who are arranging the plans maintain that no other country could furnish such a crew of experienced and hardy men and Arctic travelers as Norway, and that a winter or two in the Arctic regions would affect these men very little. The intention is that an attempt shall be made to reach the Pole by way of Franz Josef Land, a route advocated by the most experienced Norwegian Arctic travelers as well as by many who have studied the problem.

The managers of the Pennsylvania Railroad have resolved to rebuild all its bridges of short-span in brick or stone instead of iron. It is argued that the weight of locomotives has increased much of late years that iron bridges, which were built with a large margin of safety, are now dangerously tried by the trains passing over them and the expense of inspection and repair of iron bridges represents a large interest on their cost. For these reasons the engineers on the road have decided that brick or stone arches, although much more expensive in the first instance than iron trusses, will be cheaper as well as safer in the end.

Says the *New York Medical Journal*: In an experimental observation of thirty-eight boys of all classes of society and of average health, who had been using tobacco for periods ranging from two months to two years, twenty-seven showed severe injury to the constitution and insufficient growth; thirty-two showed the existence of irregularity of the heart's action, disordered stomachs, coughs and a craving for alcohol; thirteen had intermittency of the pulse and one had consumption. After they had abandoned the use of tobacco, within six months all were free from all their former symptoms, and the remainder had recovered by the end of the year.

#### To-day's Advertisements.

**THEATRE ROYAL**  
CITY HALL, HONGKONG.

Under the distinguished patronage of  
H.E. Sir G. W. DES VŒUX, K.C.M.G.,  
AND  
LADY DES VŒUX.

**THIS EVENING,**  
the 4th April, 1889.

**AMY SHERWIN,**  
the distinguished PRIMA DONNA from COVENT GARDEN, HER MAJESTY'S CRISTAL PALACE, &c.

Assisted by her  
**ENGLISH OPERA COMPANY.**

**THIS EVENING, the 4th April,**  
GRAND MILITARY COMMAND NIGHT.

Under the distinguished Patronage and in the presence of  
H.E. Major General EDWARDS, R.E.,  
Commander-in-Chief.

Second and last Performance of the great success of the Season  
"THE DAUGHTER OF THE REGIMENT,"  
with the same strong Cast and Effects as on SATURDAY.

**SATURDAY, the 6th April,**  
Gounod's Masterwork,  
"F A U S T,"  
in 4 Acts.

With full Band and Chorus, assisted by Messrs.  
GRACE, CROW, and GENTLEMEN of the  
Choral Society.

Box plan at Messrs. KELLY & WALSH'S, LD.,  
where Seats can be secured in advance for any  
night of the Season.  
Soldiers in uniform 50 cents to Back Seats,  
other Prices as usual.

Doors open at 8.30 to commence at 9 P.M.

**HUGO GORLITZ,**  
Manager.

**UNION LINE.**

**NOTICE TO CONSIGNEES.**

**FROM ANTWERP, LONDON AND SINGAPORE.**

**THE Steamship "LANCLOT,"**

Captain Dalley, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-Signed for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon and Cargo Impeding her discharge will be at once landed, and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Under-Signed on or before the 10th instant or they will not be recognized.

**RUSSELL & Co.,**  
Agents.

Hongkong, 4th April, 1889. [416]

#### To-day's Advertisements.

**STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.**  
(Passing through the INLAND SEA.)  
**THE P. & O. S. N. Co.'s Steamship**

**"ANCONA"**  
will leave for the above places on WEDNESDAY, the 10th April, at NOON.  
E. L. WOODIN,  
Superintendent.

**NOTICE.**

**THE INTEREST AND RESPONSIBILITY OF Mr. JULES KEISER in our Firm ceased on the 28th February last.**  
**CHIS. J. GAUFF & Co.**  
Hongkong, 4th April, 1889. [417]

**TO LET.**

**A T Bonham Road, "RIEBA," a SIX ROOMED BUNGALOW with Tennis Court.**  
Possession from the 1st May, 1889.  
For Particulars, apply to  
**SILVESTRE ARLEGUI & Co.,**  
25, Pottinger Street.

Hongkong, 4th April, 1889. [418]

**THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.**

**NOTICE** is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, will be held at the Registered Office of the Company No. 9, Queen's Road Central, Hongkong, on FRIDAY, the 19th day of April instant, at 4.30 O'CLOCK, IN THE AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 4th April instant, will be submitted for Confirmation as a Special Resolution.

**RESOLUTION.**

That the Capital of the Company be increased to the sum of \$600,000 legally current in the Colony of Hongkong by the creation of 20,000 New Shares of \$30 each. Subject to any direction to the contrary that may be given by the Meeting sanctioning the increase of Capital, all New Shares shall be offered to the Members registered on the day of the confirmation of the resolution in proportion to existing Shares held by them, and such offer shall be made by notice specifying the number of Shares to which the Members are entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or, on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the Shares offered, such Shares shall be dealt with by the Directors in their discretion.

Dated the 4th day of April, 1889.  
By Order of the Board,  
A. O'D. GOURDIN,  
Secretary.

**THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.**

**NOTICE** is hereby given that if the above mentioned Resolution for the increase of the Capital of the Company be confirmed, the Share Register of the Company will be CLOSED from the 19th day of April to the 11th day of May next, both inclusive.

Dated the 4th day of April, 1889.  
A. O'D. GOURDIN,  
Secretary.

**CANADIAN PACIFIC STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS**

**THE British Steamship**

**"BATAVIA"**  
2553 Tons Register, Audit Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 4th and 5th, at NOON.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows—  
To Vancouver and Victoria... (Mex.) \$160.00  
To all Common Points in Canada... 230.00  
To all Common Points in the United States... 300.00  
To Liverpool... 305.00  
To London... 305.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 1st May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to  
**ADAMSON, BELL & Co.,**  
Agents.

Hongkong, 4th April, 1889. [433]

**ST. JOHN LODGE**

**OF HONGKONG,**  
No. 618, S.C.

**A MARK LODGE** will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 8th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 4th April, 1889. [421]

**ST. JOHN LODGE**

**OF HONGKONG,**  
No. 618, S.C.

**A REGULAR MEETING** of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 15th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 4th April, 1889. [420]

#### Masonic.

**ZETLAND LODGE**  
No. 525.

**A REGULAR MEETING** of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY NEXT, the 5th April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 29th March, 1889. [391]

#### To be Let.

**TO LET.**  
**NO. 2, MORRISON HILL;** entry at once.

Apply to  
**G. C. ANDERSON,**  
13, Praya Central.

Hongkong, 3rd April, 1889. [415]

**TO BE LET,**  
With Immediate Possession.

**A WELL FURNISHED HOUSE** in Caine Road, best locality, containing 6 ROOMS with Servants' Quarters; Water and Gas laid on.

Apply to  
**A. LIEBARD,**  
No. 8, Queen's Road Central.

Hongkong, 2nd April, 1889. [409]

**TO LET.**

**ROOMS in "COLLEGE CHAMBERS."**

Apply to  
**DAVID SASSOON, SONS & Co.**  
Hongkong, 12th December, 1888. [13]

**TO BE LET,**  
(WITH IMMEDIATE POSSESSION).

**ONE LARGE GODOWN** No. 23A, Praya Central under Victoria Hotel Premises.

Apply to  
**DORABJEE & HINGKEE,**  
Hongkong, 30th March, 1889. [394]

**TO LET,**  
WITH IMMEDIATE POSSESSION.

**NOS. 1, 2 and 4, QUEEN'S GARDENS.**

Apply to  
**G. C. ANDERSON,**  
13, Praya Central.

Hongkong, 14th March, 1889. [129]

**TO BE LET.**

**A FIRST-FLOOR FLAT** (Furnished or Unfurnished) in Blue Buildings for 6 months, from May 1st.

Apply to  
**Messrs. HOLIDAY, WISE & Co.,**  
Ice House Lane.

Hongkong, 27th March, 1889. [387]

**TO LET.**

**A T the Peak, "LA HACIENDA,"** formerly occupied by Sir George Phillipps.

Apply to  
**H. N. MODY,**  
Victoria Buildings.

Hongkong, 12th December, 1888. [32]

#### Insurances.

**THREE IMPORTANT FACTS**  
ABOUT THE

**STANDARD LIFE OFFICE.**

1.—HALF A MILLION STEERING per annum is being paid in Death claims year by year.

2.—THE FUNDS IN HAND amount to upwards of Six Million and Three-quarter pounds Sterling and have increased 50 per cent. in the last 15 years.

3.—THE LIVES who die are annually replaced by more than double the number of fresh carefully selected lives.

**THE BORNEO COMPANY, LIMITED,**  
Agents, Hongkong.

**NOTICE.**

**THE MAN ON INSURANCE COMPANY LIMITED.**

**CAPITAL SUBSCRIBED.....\$1,000,000**

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

**WOO LIN YUEN**  
Secretary.

**HEAD OFFICE,**  
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [152]

**GENERAL NOTICE.**

**THE ON TAI INSURANCE COMPANY, (LIMITED).**

**CAPITAL TAELS 600,000, } \$833,333.33  
EQUAL TO }  
RESERVE FUND } \$318,000.00.**

**BOARD OF DIRECTORS.**  
LEE SING, Esq. LO YUK MOON, Esq.  
LOU TSO SHUN, Esq.

**MANAGER—HO AMEL.**

**MARINE RISKS** on GOODS, &c., taken at CURRENT RATES to all parts of the world.

**HEAD OFFICE, 8 & 9, PRAYA WEST.**  
Hongkong, 17th December, 1885. [188]

#### Intimations.

**NOTICE OF REMOVAL.**

**I HAVE this day REMOVED** to my new premises at No. 25, CAIN ROAD, next door to the Japanese Consulate.

**A. HAHN,**  
Piano-tuner and Repairer.

Hongkong, 1st April, 1889. [407]

**KOWLOON HOTEL.**

**J. C. L. ROUGH.....MANAGER.**

**WINE and SPIRITS** of the best quality, ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 21st January, 1889. [114]

**TUITION IN FRENCH.**

**MELLE MAILLARD** begs to intimate that she will give LESSONS in FRENCH, Grammatically, Conversational or Literary. Terms on Application at 3, West Terrace, Hongkong, 1st April, 1889. [406]

#### Intimations.

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

**SUBSCRIBED CAPITAL.....\$2,500,000.  
PAID UP CAPITAL.....1,250,000.**

**BOARD OF DIRECTORS.**  
Hon. J. BELL-IRVING, Chairman.  
Hon. C. P. CHATER, Vice-Chairman.  
Mr. A. SOLOMON.  
Mr. S. J. MOSES.  
Mr. S. C. MICHAELSEN.  
Mr. G. E. MOULE.  
Mr. LEE SING.  
Mr. POON PONG.

**BANKERS.**  
**THE HONGKONG & SHANGHAI BANKING CORPORATION.**

**THE objects for which this Company is formed are to transact in the Colony of Hongkong and its dependencies the purchases and sales of Property, to advance monies on Mortgage, to undertake the Management and Agency of Estates, and generally to carry on any business in connection with Landed Property.**

The fullest information can be had on application at the Company's Offices, No. 7, Queen's Road Central.

**ALEXANDER LEVY,**  
Secretary (pro. tem.)

Victoria Buildings,  
Hongkong, 20th March, 1889. [368]

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

**NOTICE** is hereby given that the STATUTORY GENERAL MEETING of the Company required to be held within four months after registration will be held at the Company's Registered Office in Victoria Buildings, No. 7, Queen's Road Central, Hongkong, on SATURDAY, the 6th April next, at 12 o'clock Noon.

And Notice is further given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the same place, on the same day, at 12.15 o'clock p.m., when the following Special Resolutions will be proposed, viz:—

1.—That the Capital of the Company be increased to the sum of \$5,000,000 by the issue of 25,000 New Shares of \$100 each, on which New Shares a First Call of \$50 per Share shall be paid as hereinafter provided, and the balance of \$50 per Share shall be payable in such amounts, at such times, and on such conditions as the Board may determine, and that the Board be authorised to issue such New Shares as may be required to make up the sum of \$5,000,000.

2.—That of such



## Commercial.

TO-DAY.  
THE SHARE MARKET.  
5 o'clock.

The only important business done to-day has been in Pionoms, a very large number of shares having changed hands at rates between 34 and 25. When our report left there were buyers at 25, but the market is at present so unreliable that it is difficult to give a safe quotation. Banks are slightly firmer, a few transactions at 160 per cent. premium having been booked. Nothing else has been reported.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—160 per cent. premium, sales and buyers.  
Union Insurance Society of Canton—\$110 per share, sellers.  
China Traders' Insurance Company—\$80 per share, sellers.  
Nong Ching Insurance—Tls. 290 per share, buyers.  
Canton Insurance Company, Limited—\$110 per share.  
Yangtze Insurance Association—Tls. 100 per share.  
Chinese Insurance Company—\$160 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150, per share.  
Hongkong Fire Insurance Company—\$357 1/2 per share, sellers.  
China Fire Insurance Company—\$83 per share, buyers.  
Hongkong and Whampoa Dock Company—52 per cent. premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$222 per share, sellers.  
China and Manila Steam Ship Company—145 per share, buyers.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$190 per share, buyers.  
Indo-China Steam Navigation Company, Limited—par, sellers.  
Douglas Steamship Company—\$73 per share, buyers.  
China Sugar Refining Company, Limited—\$189 per share, sellers.  
Lunon Sugar Refining Company, Limited—\$87 per share, sellers.  
Hongkong Ice Company—\$115 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$80 per share.  
Hongkong Dairy Farm Co., Limited—\$13 per share, buyers.  
A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 B—24 1/2 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
Chinese Imperial Loan of 1885 E—11 per cent. premium.  
Hongkong Rope Manufacturing Company, Limited—\$176 per share, nominal.  
Perak Tin Mining and Smelting Company—\$28 per share, sellers.  
Punjom and Sanghie Dua Samantan Mining Co.—\$26 per share, sales and buyers.  
Hongkong and Kowloon Wharf and Godown Company—97 per cent. premium, sellers.  
Tonquin Coal Mining Co.—310 per cent. premium, sellers.  
The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, sellers.  
The East Borneo Planting Co., Limited—\$47 per share, sellers.  
The Songel Koyah Planting Co., Ltd.—\$40 per share, sellers.  
Cruckshank & Co., Ltd.—\$50 per share, buyers.  
The Steam Launch Co., Limited—400 per cent. premium, nominal.  
The Austin Arms Hotel and Building Co., Ltd.—5 per cent. dis. sales and buyers.  
The China-Borneo Co., Ltd.—\$60 per share, sellers.  
The Green Island Cement Co.—\$60 per share, buyers.  
The Hongkong Land Investment Co., Ltd.—\$150 per share, buyers.  
The Hongkong Electric Light Co., Ltd.—\$10 per share, sellers.  
Geo. Fenwick & Co., Limited—\$30 per share, buyers.  
The West Point Buildings Co., Ltd.—\$60 per share, buyers.

## EXCHANGE.

ON LONDON.—Bank, T. T. 2/11 1/2  
Bank Bills, on demand 2/11 1/2  
Bank Bills, at 30 days sight 2/11 1/2  
Bank Bills, at 4 months sight 3/01  
Credits at 4 months sight 3/01  
Documentary Bills, at 4 months sight 3/01  
ON PARIS.—Bank, T. T. 7/11  
Bank Bills, on demand 3/77  
Credits, at 4 months sight 3/85  
ON INDIA, T. T. 218  
ON DEMAND 220  
ON SHANGHAI.—Bank, T. T. 7/11  
Private, 30 days sight 7/21

## EXPORT CARGOES.

Per City of Rio de Janeiro, str., for Yokohama—3,968 bags Sugar, 104 packages Merchandise, for San Francisco—28,794 bags Rice, 185 bags Beans, 100 bags Black Pepper, 2,260 boxes Oil, 500 bags Hemp, 7 cases Silks, 2,260 packages Matting, and 4,423 packages Merchandise. For Punta Arenas—2 cases Silks, and 2 cases Merchandise. For Panama—800 bags Rice, 105 packages Merchandise, and 5 cases Silks. For Valparaiso—3 cases Silks. For New York—175 boxes Raw Silk, and 4 cases Silks.  
Per Empress, ship, for San Francisco—2,180 packages Tea (unknown), 87 bags Gambier, 57 packages Raisins, 100 packages Cassia, 428 bags Tapioca, 854 bags Pepper, 36 cases Gum Copal, 70 cases Preserved Ginger, 110 rolls Matting, 1,945 packages Soy, 56 packages Medicine, 1,779 packages Samboon, 133 packages Joss-sticks, 1,296 packages Fire Crackers, 199 boxes Tobacco, 5,900 bags Rice, 355 packages Fireworks, 354 packages Roofruff, 75 bags Sugar, 40 cases Nut Oil, 116 bags Beans, 40 bags Pens, 472 pieces Shipplanks, 70 bags Shiplogs, and 10,804 packages Merchandise.

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul. \$530  
(Allowance, Tels 68)  
OLD MALWA, per picul. \$550 to \$580  
NEW PATNA, (without choice) per chest. \$545  
NEW PATNA, (first choice) per chest. \$552  
NEW PATNA, (bottom) per chest. \$552  
NEW PATNA, (second choice) per chest. \$550  
NEW BENARAS, (without choice) per chest. \$550  
NEW BENARAS, (bottom) per chest. \$552  
NEW PERSIAN (best quality) per picul. \$550  
OLD PERSIAN (best quality) per picul. \$550  
OLD PERSIAN (second quality) per picul. \$475

## CHINA COAST METEOROLOGICAL REGISTER.

3rd April, 1889.—At 4 p.m.

STATION	Barometer	Thermometer	Humidity	Wind	Direction	Force	State of Sky	Remarks
Whampoa	30.15	82	85	SW	10	10	Cloudy	
Tsien	30.15	82	85	SW	10	10	Cloudy	
Nagasaki	30.15	82	85	SW	10	10	Cloudy	
Shanghai	30.15	82	85	SW	10	10	Cloudy	
Amoy	30.15	82	85	SW	10	10	Cloudy	
Hongkong	30.15	82	85	SW	10	10	Cloudy	
Haiphong	30.15	82	85	SW	10	10	Cloudy	
Manila	30.15	82	85	SW	10	10	Cloudy	

4th April, 1889.—At 10 a.m.

STATION	Barometer	Thermometer	Humidity	Wind	Direction	Force	State of Sky	Remarks
Whampoa	30.15	82	85	SW	10	10	Cloudy	
Tsien	30.15	82	85	SW	10	10	Cloudy	
Nagasaki	30.15	82	85	SW	10	10	Cloudy	
Shanghai	30.15	82	85	SW	10	10	Cloudy	
Amoy	30.15	82	85	SW	10	10	Cloudy	
Hongkong	30.15	82	85	SW	10	10	Cloudy	
Haiphong	30.15	82	85	SW	10	10	Cloudy	
Manila	30.15	82	85	SW	10	10	Cloudy	

The barometer has risen in the north and gradients are moderate for northern winds. Overcast, and rather warm and damp weather prevails.  
—Barometer reduced to level of the sea in inches, tenths and hundredths.  
—Thermometer in percentage of saturation, Fahrenheit.  
—Humidity in percentage of saturation, Fahrenheit.  
—Force of the wind in miles per hour, according to Beaufort's scale.  
—State of the weather, A. Breeze, B. Drizzle, C. Clouds, D. Hazy, E. Fog, F. Rain, G. Squalls, H. Thunder, I. Visibility, J. Dew, K. Rain in inches, tenths and hundredths.  
—Remarks.  
Hongkong Observatory, 4th April, 1889.

## HONGKONG TEMPERATURE.

(From Messrs. Falconer &amp; Co.'s Register.)

Barometer—0 a.m.	Thermometer—0 a.m.	Thermometer—4 p.m.	Thermometer—8 p.m.	Thermometer—12 m.	Thermometer—12 n.	Thermometer—12 a.	Thermometer—12 p.	Thermometer—12 m.	Thermometer—12 n.	Thermometer—12 a.	Thermometer—12 p.
30.15	82	85	85	85	85	85	85	85	85	85	85

## MAILS EXPECTED.

## THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of New York*, with mails, &c., from San Francisco to the 11th ultimo, has arrived at Yokohama, will leave for this port to-morrow, at 4 p.m., and may be expected here on or about the 11th instant.

## THE CANADIAN MAIL.

The Canadian Pacific S. S. Co.'s steamer *Batavia* left Vancouver for Japan, &c. on the 19th ultimo.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Palladium*, from Liverpool, left Singapore on the 30th ultimo, and is expected here on the 5th instant.

The D. D. R. steamer *Niobe*, from Hamburg, left Singapore at 11 a.m., on the 31st ultimo, and is due here on the 6th instant.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Pandora*, from Trieste, left Singapore on the 1st ultimo, and is expected here on or about the 6th instant.

The steamer *Mogul*, from Liverpool, left Singapore on the 3rd instant, and is expected on the 9th.

The P. & O. S. N. Co.'s extra steamer *Thibet*, left Bombay on the 22nd ultimo, at 2 p.m., and may be expected here on the 9th instant.

The Glen line steamer *Glenlivet*, from London, left Singapore for this port on the 3rd instant, and is due here on the 10th.

## Shipping.

## ARRIVALS.

TETARTOS, German steamer, 2,500, J. Petersen, 4th April.—Saigon 30th March, Rice and Paddy.—Ah Von.  
LAERTIS, British steamer, 1,351, R. F. Scale, 4th April.—Liverpool 15th Feb., and Singapore 29th March, General.—Butterfield & Swire.  
ORONTES, British transport, 5,920, Captain Alex. G. McKechnie, 4th April.—Fortsmouth 15th February.  
ZAFIRO, British steamer, 674, McCaslin, 4th April.—Manila 1st April, General.—Russell & Co.  
FORMOSA, British steamer, 674, Hall, 4th April.—Swatow 3rd April, General.—D. Lapraik & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Chingfu*, British steamer, for Kudat, &c.  
*Nansing*, British steamer, for Amoy, &c.  
*Abyssinia*, British steamer, for Nagasaki, &c.

## DEPARTURES.

April 4, *Anton*, German steamer, for Hoihow.  
April 4, *Pactolus*, American ship, for New York.  
April 4, *Tehran*, British str., for Nagasaki, &c.  
April 4, *Abyssinia*, British steamer, for Nagasaki, &c.  
April 4, *Nansing*, British str., for Amoy, &c.  
April 4, *Chingfu*, British str., for Kudat, &c.

## PASSENGERS—ARRIVED.

Per *Laertes*, str., from Singapore, &c.—190 Chinese.  
Per *Zafiro*, str., from Manila.—Mr. and Mrs. Roensch, 2 children and servants, Messrs. Harper, Cheyne, Dampney, Foreman, de Tornos, C. Domest, 3 sailors, and 100 Chinese (deck).  
Per *Chingfu*, str., for Kudat, &c.—2 Europeans and 200 Chinese.  
Per *Nansing*, str., for Amoy, &c.—100 Chinese.

Per *Abyssinia*, str., for Kobe.—Mr. and Mrs. Longford, 2 children and 2 nurses. For Yokohama.—Mr. and Mrs. Lowe, Sister Margaret, Baron Nellessen, Messrs. Swears, Crews, Rosenfelds and native servant. For Vancouver.—Mr. Charles Carlson. For Victoria.—Mr. and Mrs. H. Berry, Miss K. A. C. Berry, Miss B. Berry, Miss F. Berry, Miss A. Berry, Master B. Berry, Messrs. F. Berry, Alfred Berry, Miss N. B. Adams, and 150 Chinese (steerage). For New York.—Mr. and Mrs. H. D. Bryde. For Liverpool.—Mr. W. M. Baillie. For London.—Captain W. H. Clayton, Messrs. J. J. MacKenzie and Thos. Methley.

The British steamship *Zafiro* reports that she left Manila on the 1st instant. Had fine bright weather until near China coast, and thick fog into port.

The British transport *Orontes* reports that she left Portsmouth on the 15th February. The most excellent passenger; dense fog outside. In Singapore, H.M.S. *Orion* and *Herolus*.

The British steamship *Larion* reports that she left Liverpool on the 15th Feb., and Singapore on the 20th ultimo. Had moderate south-easterly wind and variable weather; slowed down for fog.

The German steamship *Tetartos* reports that she left Saigon on the 30th ultimo. Had fresh south-south-east winds and high sea with fine weather till 100 south of Gap Rock; thence light north-north-east winds and dense fog to Hongkong. Saw one man-of-war abreast of Cape Varela, without flag.

## Post Office.

A MAIL WILL CLOSE  
For Nagasaki.—Per *Victoria*, to-morrow, the 5th instant, at 11.30 a.m.  
For Haiphong.—Per *Clara*, to-morrow, the 5th instant, at 5.00 p.m.

## SHIPPING IN HONGKONG.

STEAMERS.  
ASHINGTON, German steamer, 809, Zindel, 3rd April.—Saigon 30th March, Rice.—Siemens & Co.  
BENLAWERS, British steamer, 1,513, A. Webster, 1st April.—Saigon 28th March, Rice and General.—Gibb, Livingston & Co.  
BISAGNO, Italian steamer, 1,499, Tognasso, 30th March.—Singapore 23rd March, General.—Carlowitz & Co.  
CLARA, German steamer, 674, Christensen, 2nd April.—Hongkong 31st March, Rice.—Siemens & Co.  
DEUTEROS, German steamer, 1,300, Iversen, 2nd April.—Bangkok 24th March, Rice.—Ed. Schellhass & Co.  
FALKENBURG, German steamer, 989, Weber, 28th March.—Saigon 23rd March, General.—Melchers & Co.  
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.  
GAILIC, British steamer, 425, Wm. G. Pearce, 1st March.—San Francisco and Manila.  
HONOLULU, British steamer, 1,513, A. Webster, 1st March.—Saigon 28th March, Rice and General.—Gibb, Livingston & Co.  
HAIPHONG, British steamer, 1,122, H. C. H. Harris, 31st March.—Kobe 25th March, Coal and General.—D. Lapraik & Co.  
JAPAN, British steamer, 1,865, T. S. Gardner, 2nd April.—Calcutta 16th March, Penang 24th, and Singapore 27th, Opium and General.—D. S. Sassoon, Sons & Co.  
KASHGAR, British steamer, 1,555, Gadd, 29th March.—Saigon 25th March, Rice and Paddy.—Geo. R. Stevens & Co.  
KUMAMOTO MARU, Japanese steamer, 1,440, R. Pender, 2nd April.—Kutchinetsu 29th March, Coal.—Mitsui Bussan Kaisha.  
LANCLOT, British steamer, 1,564, J. Daily, 3rd April.—London 12th Feb., and Singapore 27th March, General.—Russell & Co.  
MOYNE, British steamer, 1,714, J. S. Hogg, 1st April.—Saigon 28th March, Rice.—Arnhold, Karberg & Co.  
PAKSHAN, British steamer, 835, E. F. Lovel, 3rd April.—Bangkok 25th March, Rice and Wood.—Hop Hing.  
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
RECORDE, British steamer, 676, C. Madge, 3rd April.—Hoihow 31st March.—E. E. Telegraph Co.  
VICTORIA, British steamer, 1,531, John Coundon, 31st March.—Nagasaki 26th March, Coals.—Mitsui Bishi Colliery Agency.

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